



## ADDENDUM 001 REQUEST FOR BID (RFB) NUMBER: D210-008-RM

Vendors shall acknowledge receipt of Addendum 001 (ONE) by signing and including it with the bid response. The following clarifications, questions and answers are believed to be of general interest to all potential vendors. All other terms and conditions remain unchanged and in full force.

<u>Name and Title of Signer (Print or type):</u>	<u>Name and Title of Department Authority:</u> Judy M. Franke, CPPB Senior General Services Specialist Office Phone: 660-385-8269
Vendor Signature  _____ (Signature of person authorized to sign)	Missouri Department of Transportation  <i>Judy M. Franke</i> _____ (Authorizing Signature)
Date Signed:	Date Signed: October 27, 2009

**This signed addendum should be included with your RFB response.**

1. **"Bid Opening" date has been revised to Tuesday, November 10, 2009.** As a reminder, this is a sealed bid. You will need to allow time for mailing processes and/or hand deliver.
2. **"Completion" date(s) have been revised to Thursday, December 31, 2009 for the Macon County Project, and Friday, January 29, 2010 for the other five projects in Livingston and Linn Counties.** The purpose for the two extension(s) is to give the vendors enough time to plan their work when the ground is more stable and/or frozen to keep from damaging any right-a-way or property owner's land. The Macon County tree is damaged from lighting and is dead, which needs removed as soon as possible, so we've posted an earlier completion date for this one tree. Kevin Ross, Macon County Supervisor, said if necessary MoDOT could repair any minor ruts or damage to the ground in order to get this tree out in a timely fashion. We have access to dirt in that area to fill ruts, and level the ground with our loader as necessary (Macon County Tree Only).
3. **Work Hours: Work can be conducted anytime during the period from 30 minutes after sunrise to 30 minutes before sunset,** Monday through Friday, except holidays (i.e. November 11<sup>th</sup>, November 26-27<sup>th</sup>, December 25<sup>th</sup>, January 1<sup>st</sup>, January 18<sup>th</sup>). MoDOT will provide flagging personnel using 10-hour workday schedules to meet these timelines.

4. **Clarification on Workmen's Compensation Policy** if you have less than 5 employee(s) (four employees and yourself) you do not need to carry workmen's comp on your employees by Missouri law, but is highly recommended for protection of your staff and yourself. This project is not considered as a construction project. If you have any further questions concerning workmen's comp call 573-751-4231 or visit Department of Labor Industrial Relations website at <http://www.dolir.mo.gov/wc/>
5. **In general as stated in the bid, cut all trees to ground level and completely remove all wood, brush and any other debris from the job site(s) unless noted otherwise. Only deviation from this is listed as follows, per project:**

**Macon County (One Black Oak Tree)** is damaged from lighting and is basically split down the middle. It will likely fall ½ of the tree to the South on MoDOT's Roadway (MoDOT will supply flagman with 48-hour notice) and the Northern half of the tree will fall on the property owner's fence. Property owner has given permission to cut the fence in a manner in which the contractor can repair the fence back to its original state, after the tree is dropped in his cow pasture to the North. The property owner would take the wood. In this instance only, because this landowner has a wood burning structure that takes certain log length(s), he is recommending to any contractor that doesn't want the wood, to drop the tree as stated above to the North and leave the Northern portion of the tree whole for him to cut up to the lengths he needs (he will take care of the limbs in this instance), and the Southern portion of the tree would need pulled off the roadway, and trimmed to a state where the tree can be left on the right-a-way next to his driveway, which is approximately 100' from the worksite on the same side of the road. Contractor will be responsible for the excess trimmings for the Southern portion of this tree. Placement of this tree trunk at the property owner's driveway will allow the owner access to the tree, and time to chuck the remaining tree trunk up into firewood without having to drive on the right-a-way once we repair the shoulder.

#### **Linn County Project(s) –**

**Tree on Route C** is on the South side of the roadway, and the power-line is on the North side of the road. The tree is partially on the property owner's land, and **the wood will be the property of the landowner**. We've visited with the landowner, and the following applies; this tree is hollow and will need to be topped from the top down for safety reasons. The property owner has requested the tree be topped and left lying on his CRP ground, which surrounds this tree. The tree is close enough to the highway to use a bucket truck to top the tree, limb by limb. One or two limbs on the North side of the tree might fall on the roadway and need to be cleaned up. MoDOT will provide a flagman until the tree is safely down. As stated above the property owner will finish chunking the tree for firewood, and disposing of the excess unwanted limbs laying on his property.

**Tree in the City of Bucklin** will have to be topped out, cut down and disposed of. Any damage to the property owner's lawn will be the responsibility of the contractor to repair and

landscape back to the original state. The property owner **does not** want the wood. If the contract doesn't want the wood either, the Brookfield maintenance crew will supply a truck and operator to haul the wood back to the MoDOT maintenance lot in Brookfield (15 miles from worksite). **The contractor will be responsible for loading the wood** if MoDOT hauls the wood from the worksite. Flagger will be available as needed with 48-hour notice. The property owner's lawn and right a way will be inspected by a MoDOT representative: prior to any payment being processed.

#### **Livingston County Project(s)-**

**Both projects on Highway 190** the project lengths remain as written in the original bid packet. The pricing page has details as to whether the project(s) are on both sides of the roadway or only one side. **Only notation(s) are as follows:** there are no power lines around the worksite, and the right a way is clearly marked with R/W markers in the edge of the timberline. For the majority of the right a way it's approximately 40-45 feet from the centerline of the roadway. The trees are to be trimmed back even with the right a way markers in a uniform fashion. If a tree clearly sticks out after the trees are trimmed, those trees will need to be cut, and will need to be included in your bid price. Questions concerning tree stumps once a tree is trimmed, if a tree is going to be left hanging where it would lean towards the right a way in the future, and fall onto the right a way, those tree limbs and/or tree trunks will need to be trimmed back enough to facilitate keeping them off the right a way in the future. The property owner **does not** want the wood. All wood and brush will need to be removed from this site, per the contractor's expense. Property owner **does not** want any brush tossed back in the timber. Bid appropriately. Any ruts on the right a way will be the responsibility of the contractor to repair and level back to the condition where MoDOT can mow over the ground safely next spring. The right a way will be inspected by a MoDOT representative: prior to any payments being processed.

**Route Y Worksite had the incorrect distance listed in the original bid. Instead of 530 feet, this worksite is 1,600 feet long on the East side, and 1,520 feet long on the West side.** The East side is driveway to driveway. The property owner **does not** want the wood. All wood and brush will need to be removed from this site, per the contractor's expense. Property owner **does not** want any brush tossed back in the timber. Bid appropriately. No power lines involved at this site. This site is to be trimmed back to the right a way markers in the same fashion as described for Rte. 190 projects listed above. Any ruts on the right a way will be the responsibility of the contractor to repair and level back to the condition where MoDOT can mow over the ground safely next spring. The right a way will be inspected by a MoDOT representative prior to any payments being processed.

6. All other requirements and details of the RFB remain unchanged.